

Commandant (CR)
U.S. Coast Guard
Washington 25, D.C.
OFFICIAL BUSINESS

THE COAST GUARD

RESERVIST

CG 288



POSTAGE AND FEES PAID
U.S. COAST GUARD

WASHINGTON, D. C.

UNITED STATES COAST GUARD

VOL. IX, No. 5, JUNE-JULY 1962



THE COMMANDANT

Change of command ceremonies, were held aboard the Coast Guard Cutter CAMPBELL at the Navy Yard, Washington, D.C., on May 31 1962, and the top command of the Coast Guard passed from ADM A. C. RICHMOND to ADM E. J. ROLAND, who had been serving as Assistant Commandant since February 1, 1962.

Named to fill the number two spot, as Assistant Commandant, is RADM Donald McG. MORRISON, who will serve with the rank of Vice Admiral. He has been serving briefly as Chief of Staff, and this, the number three position, will now be filled by RADM James A. ALGER, Jr.

In the past the Assistant Commandant has also acted as Chief of Staff. However, in 1961, the Chief of Staff position was set up as a separate office and added to it was the responsibility of Flag Officer in charge of Reserve affairs. Because in recent years there has been an increase in the Coast Guard's role in international maritime matters, the Commandant was required to be out



ASST COMMANDANT

of the country a great deal of the time. This left less time available for the supervision and direction of internal operations and meant that the Assistant Commandant had to represent him more frequently on national matters. This in turn gave him less time to work on staff matters.

Deputy Chief of Staff will be CAPT P. E. TRIMBLE, former Commander of Base Boston. RADM R. D. SCHMIDTMANN, who has been serving as Assistant Chief of Operations under RADM MORRISON, will move into the top Operations job, and RADM T. J. FABIK, formerly Commander of the 7th District, will assume the duties of Chief, Office of Engineering. RADM I. J. STEPHENS, former Chief, Merchant Marine Safety, will serve as Commander, 7th District, while RADM O. C. ROHNKE will become Chief of Merchant Marine Safety. This completes present changes on the "new" team.

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CHIEF OF STAFF

As Chief of Staff, RADM ALGER, will also be the flag officer responsible for Reserve affairs. RADM ALGER was born on July 9, 1910, at Brookline, Mass., the son of James Albert and Marjorie Hill Alger. His father retired from the U.S. Coast Guard as a Rear Admiral on March 1, 1943.

Immediately after graduation from Virginia Polytechnic Institute (Blacksburg, Va.) with a Bachelor of Science Degree in Electrical Engineering on July 13, 1931, he entered the U.S. Coast Guard with a commission as Ensign.

RADM ALGER'S first assignment afloat was as assistant engineer aboard the Cutter SARANAC in the Gulf Division. Between May 1932 and May 1933, he served in the engineering departments aboard the Destroyers UPSHUR and McDUGAL. These vessels were in the New York Division of the old Destroyer Force operated by the Coast Guard on the Atlantic seaboard between 1924 and

Continued on page 4 - ALGER



CAPT E. S. KERR RETIRES

On June 30, 1962, CAPT E. S. KERR, JR., USCG, Assistant Chief of Staff (Reserve) stepped down from his reserve post, and terminated a Coast Guard career that started with his entrance into the Academy in 1930.

During this period he served with enthusiasm and distinction in many varied Coast Guard assignments ashore and afloat but perhaps none has had as close an association with the Reserve as his assignment in 1948 as Director, Coast Guard Reserve, 9th Coast Guard District, and his subsequent assignment on March 27, 1961 as Assistant Chief of Staff (Reserve), and Chief, Reserve Division.

It was while he was serving as Reserve Director in the 9th Coast Guard District that the Reserve received its first separate appropriation and experienced re-growth impetus. Under his enthusiastic and capable guidance the 9th Coast Guard District got off to a flying start with some dozen units either commissioned or ready for commissioning by the time he left in July 1952.

Similarly, during his tour as Chief of the Reserve Division, there was a changeover from primarily a rate training program to a mobilization and operational concept. His same inspiring leadership got the program off the ground and into operation in record time. With characteristic appreciation for the work and support of others, he has stated that this growth has been possible because of the ability and efforts of many people, on staff, district, and unit levels, who have given so much of their time and interest to benefit the total reserve program. It has been a team effort, but we have indeed been fortunate to have a quarterback of his skill and courage when we most needed it.

CAPT KERR will become associated with industry in the Cleveland

HISTORICAL REQUEST

The Minnesota Historical Society is including among its many interesting exhibits a display showing women in uniform throughout the years. They wish to include a section on the SPARS and for that reason would appreciate receiving any usable World War II uniform or insignia worn by enlisted women personnel at that time. Any SPAR or family or friends of SPARS who might have or know about such material are requested to write concerning it to: Miss Marjorie J. Towson, Tour Guide of the Museum, Minnesota Historical Society, Cedar Street and Central Ave., Saint Paul 1, Minn.

area, in a manufacturing and sales capacity, but his first love, the Reserve, will not be forgotten. He plans to continue his journalistic career with several articles on the Reserve and Mobilization Readiness. CAPT KERR authored and had published between 1934 and 1936 the Coast Guard information books "Activities Afloat and Ashore," and "U. S. Coast Guard Ships - Duties and Stations."

He hopes to add to these with a definitive book on the Coast Guard and its Reserve including its capabilities to meet defense requirements. Since he is a recognized authority on icebreaking, especially on the lakes where he commanded the MACKINAW from 1956 to 1958, undoubtedly he will carry his interest in this field further along too.



"TWO HATS" . . . CAPT S. T. BAKETEL, Chief of the Reserve Division, will be wearing the two hats of top Reserve command until CAPT B. E. SCALAN, presently Director of Reserve, 3rd Coast Guard District, takes over the Assistant Chief of Staff (Reserve) job in the fall.



Named New Assistant Chief of Staff (Reserve)

Selected to be the new Assistant Chief of Staff (Reserve) is CAPT Bernard E. SCALAN, USCG, who is scheduled to serve in his new post commencing in September 1962. He is presently serving as District Director of Reserve, 3rd Coast Guard District to which he was assigned in August 1960.

CAPT SCALAN was born at Edwardsville, Ill., attended local preparatory schools, and was a corporal in the 138th Infantry, Missouri National Guard, before entering the Coast Guard Academy in the autumn of 1931.

He graduated from the Academy with the class of 1935, and his early duty assignments included duty aboard the Cutters YAMACRAW, ALEXANDER HAMILTON, and DUANE. In June of 1941 he was assigned to the Coast Guard manned Navy transport USS JOSEPH T. DICKMAN, and participated in a historic pre-World War II cruise transporting elements of the British 18th Territorial Division intended for the relief of Singapore. On the return trip the DICKMAN and two sister ships, unescorted, played tag with Nazi Tiger sea raiders and six German submarines from Capetown via Bahia, Brazil.

Throughout the major portion of World War II, he served aboard the same ship and participated in five major European invasions. For his efforts as Boat Group Commander aboard the DICKMAN he was awarded the Silver Star, Bronze Star, Navy Commendation Pendant, and a number of campaign ribbons.

In December of 1944 he was transferred to the 9th Coast Guard District to serve as an inspector in the Merchant Marine Inspection Division, and in February 1946, he reported aboard the EASTWIND as Commanding Officer.

Continued on page 8 - SCALAN

ADMIRAL RICHMOND ENDS LONG CAREER

As of 1 June 1962, ADM Alfred C. RICHMOND, USCG, terminated a Coast Guard career that spanned 40 years, commencing with his appointment to the Academy in July 1922.

He was graduated senior man in his class of 1924, and soon came in contact with Headquarters' operation as he served from November 1924 to September 1926 as aide to the Commandant. In conjunction with this duty he also served as aide to the commanding officer of the Special Patrol Force and the Special Service Squadron, operating against "rum runners" off the coasts of New York and Massachusetts.

Following a two-year tour as a member of the Coast Guard Academy staff, his following sea-duty assignments included duty aboard the Cutter MOJAVE, the Destroyer SHAW, the Cutter PONTCHARTRAIN, the Destroyer WAINWRIGHT, and the Destroyer HENDRON.

In May 1932 he reported again to Coast Guard Headquarters for duty in connection with the establishment of the small arms training program of a Coast Guard Detachment at Camp Curtis Guild, Wakefield, Mass., and later at such places as Cascade, Md., and Quantico, Va., all locations familiar to many reservists. Upon completion of this tour he served as XO of the Cutter HAIDA, stationed at Cordova, Alaska.

Between 1935 and 1938 he took the resident law course at George Washington University, and graduated "with distinction." He was then assigned to duty in Headquarters Office of Operations, with the collateral duty of assisting in the preparation of law enforcement education material. He also served as a representative of the Treasury Department and as a delegate of the United States at the International Whaling Conference, London, England, 17 July 1939.

Although former Congressman Gordon A. CANFIELD has long been termed the "father of the Coast Guard Reserve" by calculation, ADM RICHMOND must be designated at least the "founder" or "grandfather" of the Reserve. It was during this term at Headquarters that he worked closely with VADM Merlin O'NEILL, and war-time Commandant, ADM Russel R. WAESCHE, on drafting the first Coast Guard Reserve legislation. It is to be remembered that the "Coast Guard Reserve Act of 23 June 1939," established a voluntary, non-military, civilian reserve of yacht and



motorboat owners. As the war threat pressed closer to our shores, the Coast Guard's duties expanded and the Commandant saw the need to supplement the Regular service with a strong force of "military" Reservists. Such an organization was established by the "United States Coast Guard Auxiliary and Reserve Act of February 19, 1941," legislation that ADM RICHMOND helped to create. This later law repealed the Act of 1939, created a separate non-military Auxiliary, and provided for the two broad classifications of temporary and regular Reservists.

A transfer in May 1941 sent him to Baltimore for duties in connection with the outfitting of the new Coast Guard vessel, AMERICAN SAILOR, destined for use for training maritime personnel. From September 1942 to February 1943 he served as CO of the Cutter HAIDA, doing convoy escort duty from Juneau, Alaska.

Overseas in July 1943, he became Senior Coast Guard Officer in charge of the USCG Merchant Marine Hearing unit in London, handling accidents and casualties involving United States vessels and personnel with US forces in Europe. Later he received the Bronze Star Medal "for meritorious service" during and after the Normandy Invasion, and the French Government awarded him the Croix de Guerre "for exceptional services" rendered in the liberation of France.

Following the War he returned to Headquarters and filled assignments as Chief, Supply Division; Chief, Program Planning Division; Chief, Budgets and Requirements; and Assistant Chief, Planning Control. On March 9, 1950, he was appointed Assistant Commandant of the Coast Guard, for a four-year term, with the rank of Rear Admiral. With reorganization of the Coast Guard on May 1, 1951, he assumed the additional duties as Chief of Staff.

He was appointed Commandant, with the rank of Vice Admiral on

May 13, 1954, succeeding Vice Admiral Merlin O'NEILL upon his retirement. On April 22, 1958, the Senate confirmed a second four-year term as Commandant, effective from June 1, 1958. Appointment to full Admiral occurred on June 1, 1960, when he became the first so appointed under the top command reorganization authority contained in PL-86-474. Previously only two other Commandants had attained this rank.

Since 1959, the Commandant has been very active in international affairs particularly in the maritime field. This has included representation as a principal delegate to the First and succeeding Assemblies of the Intergovernmental Maritime Consultative Organization (IMCO), as well as to the Safety of Life at Sea Convention in London in 1960, for which services he received the Distinguished Service Medal. In addition to the above he was president of the 1960, Sixth International Lighthouse Conference. He is presently President of the Executive Committee of this group, and is also chairman of the National Committee for Prevention of Pollution of the Seas by Oil.

These activities have done much to give our Coast Guard an outstanding international reputation, while his internal reorganization and growth policies have added to the total strength of the service. Service in the Coast Guard is to be carried on in the Richmond name as his oldest son, John, was graduated from the Reserve Officer's Candidate School and commissioned an Ensign in the Reserve in 1958, and his younger son, Alfred C., Jr., is a candidate applying for a 1962 OCS class.

Promotion Requirements

Reserve officers in promotion zones being considered by boards convening during the fiscal year which began July 1, 1962, may establish eligibility on June 30, 1962 under the provisions of Section 6-1-2 Administrative Manual, U. S. Coast Guard Reserve, or Reserve Instruction 5-61.

Inasmuch as Reserve Instruction 5-61 superseded Section 6-1-2 of the Administrative Manual on July 1, 1962, those officers in subsequent zones, or those who failed to qualify on June 30, 1962 for consideration, must establish eligibility under the provisions of Reserve Instruction 5-61.

VADM MORRISON a native of Glen Falls, N. Y., attended the Universities of Chattanooga and Washington before entering the Academy from which he graduated in 1931. His early assignments included duty aboard the cutters HAIDA, SNOHOMISH, TALLAPOOSA, GRESHAM, SENECA, PONTCHARTRAIN, and NORTHLAND. He served for two years as machinery inspector for the construction of the 180-foot tender class vessels, and later as a trainer of Navy and Coast Guard personnel in the operation of engines used in submarines, destroyers, and ice-breakers.

During the War he served as executive officer aboard the USS CAMBRIA (APA-36) engaging in many Pacific Theatre Operations, and as Engineering Officer aboard the USS GENERAL M. C. MEIGS (AP-116) transporting troops to the Mediterranean. In September 1944, he was assigned as training officer and later as executive officer at the CG Training Station, Groton. This was followed by duty as commanding officer of the attack transport JOSEPH T. DICKMAN (APA-13) and he served on her until decommissioning in March 1946.

From this date until June 1949, he served as Chief, Engineering Division, 14th Coast Guard District and subsequently served in the same capacity in the 17th Coast Guard District, combining this duty with duty as aide to the Governor of Alaska.

He commanded the BIBB (WPG-31) from September 1952 to July 1954, and was then assigned to the Naval War College, at Newport, R. I. Following this he became Chief, Shore Units Division, and in June 1958, he was designated a special assistant to the Commandant.

In June 1959, he was assigned as Chief, Operations Division at the 5th Coast Guard District, and in June 1960, was ordered to San Francisco to assume the post of Deputy Commander, Western Area.

He was nominated for appointment as Rear Admiral by the President on February 3, 1961, and shortly thereafter received orders to report to Coast Guard Headquarters for duty as Chief, Office of Operations. On June 1, 1962, he was selected for the position of Chief of Staff, and Flag Officer for Reserve Affairs, and less than a month later was nominated to the post of Assistant Commandant.

1934 in an all-out suppression of smuggling. He then served for six months as assistant engineer aboard the Cutter MENDOTA out of Norfolk, Va., and in December 1933 transferred back to New York to become engineering officer in the Destroyer HUNT.

From July 1934 to December 1935, RADM ALGER was engineering officer of the Cutter ALGONQUIN, stationed at Woods Hole, Mass., then served for nearly two years aboard the Cutter CHELAN out of Seattle, Wash., in the North Pacific and Alaskan waters.

From October 1937 to July 1938, he served aboard the Cutter CAYUGA out of Boston, Mass., he then was assigned to the office of the Engineer-in-Chief at Coast Guard Headquarters, Washington, D.C.

During World War II RADM ALGER remained at Headquarters until February 1942, when he was given command of the Cutter DIONE, operating out of Norfolk on submarine patrol and rescue and assistance work.

From April to June 1943, he commanded the Cutter GRESHAM, stationed at New York City.

After attending the Submarine Chaser Training Center in Miami, he served on convoy escort duty with the Atlantic Fleet as commanding officer of the Destroyer MOSLEY (DE-321) from September 1943 to May 1944, then the Destroyer LOWE (DE-325) until October 1944. As a result he was awarded a Navy Commendation Ribbon with Metal Pendant.

Transferred next to the Coast Guard Yard at Baltimore, Md., he first served in an engineering capacity, then as Planning Officer from September 1947 to December 1948. From January to June 1949, he was assigned as Commanding Officer, Coast Guard Pre-commissioning Detail, during the conversion of Navy seaplane tenders (AVPs) ABSECON, CHINCOTEAGUE, COOS BAY, and MATAGORDA to Coast Guard (WAVPs) or ocean station (weather patrol) vessels at the Philadelphia, Pa., and Charleston, S.C., Navy Shipyards. On commissioning of the Cutter CHINCOTEAGUE, he commanded her for a year on Atlantic patrol out of Norfolk, Va.

In May 1950, he was ordered to Coast Guard Headquarters to duty as Chief, Budget Division. Reassigned in September 1953 to the Coast Guard Yard, Curtis Bay, Md., he served there as Planning Officer until February 1956. He then took command of the Cutter TANEY, stationed at Alameda, Calif.

Effective June 30, 1962, CAPT E. S. KERR, JR., USCG, retired from the Coast Guard, and stepped down from his dual roles as Assistant Chief of Staff (Reserve) and Chief, Reserve Division.

As of June 12, 1962, CAPT S. T. BAKETEL, USCGR, became Chief, Reserve Division, and from 1 July holds down in addition, the duties as Assistant Chief of Staff (Reserve), until this position is filled in September by CAPT B. E. SCALAN, USCG, presently District Director of Reserve, 3rd Coast Guard District.

Named to fill the New York spot, is CAPT Victor A. G. SCHMIDT USCG, currently serving as Commanding Officer of the USCG Cutter HUMBOLDT.

On the West Coast, CAPT E. G. CARDWELL, USCGR, District Director of Reserve, 12th Coast Guard District, is scheduled to serve in the same capacity in the 9th Coast Guard District. His replacement will be CDR F. P. WILLIAMS, USCGR, currently serving as District Director of Reserve, 13th Coast Guard District.

Scheduled for the Seattle post, is CDR A. J. BUSH, USCG, now serving as Executive Officer at the USCG Receiving Center, Cape May, N. J.

In the Mid-West, CDR L. L. NICHOLSON III, USCGR, has assumed duties as Readiness Officer, 2nd Coast Guard District, and the District Director of Reserve position is now filled by CDR H. R. COTTON, USCGR.

CAPT G. A. DOWNING, USCGR, currently serving as District Director of Reserve, 9th Coast Guard District, completes 20 years of active service on October 1, 1962, and is due for retirement.

In June 1957, he transferred to the Coast Guard Academy, New London, Conn., to serve as Engineering Maintenance Officer with additional duties of Commanding Officer, Enlisted Personnel Officer, and Security Officer. On July 1, 1959, he became Assistant Superintendent of the Academy. While at this post he was nominated by the President on February 3, 1961, to the permanent rank of Rear Admiral. With confirmation of the Senate following, the appointment was made effective as of July 1, 1961. He also received orders to assume on that date the flag post of Chief, Office of Engineering at Coast Guard Headquarters, which post he has held until his nomination to serve as Chief of Staff.



"DCR CONFERENCE" . . . Reading clockwise from 12 o'clock are: CAPT KERR, CDR HERMES, CAPT BAKETEL, LT ROCKWELL, and SEALE, YN2, all attached to Reserve Division, CGHQ; CAPT S. M. HAY, dcr 7th; CAPT E. G. CARDWELL, dcr 12th; CDR J. B. SWANN (Ret), CGHQ; CDR F. P. WILLIAMS, dcr 13th; LCDR R. E. LIVINGSTONE, CGHQ; LTJG H. R. BELL, CGHQ; CDR Van Dyck HUBBARD, dcr 11th; CDR G. MAC GARVEY, dcr 5th; CDR L. L. LOGAN, dcr 8th; LCDR W. J. EDWARDS, asst. dcr 8th; CDR H. R. COTTON, dcr 2nd; CDR L. L. NICHOLSON, III, ogr, 2nd; CAPT G. A. DOWNING, dcr 9th; CAPT E. B. SAWTELLE, dcr 1st; CAPT B. E. SCALAN, dcr 3rd. Held annually, generally in late spring, the week-long conference gives "field" and "headquarters" personnel a chance to discuss mutual problems, iron out matters of policy, and to make suggestions of benefit to the Reserve program.

Protection Now for Government Drivers

Commandant's Instruction No. 8-62, dated March 19, 1962, has been issued covering the subject of civil suits against military or civilian personnel of the Coast Guard, resulting from the operation of any motor vehicle while acting within the scope of their office or employment.

Prior to the enactment of P.L. 87-258, 75 Stat. 539 (28 USC 2679), persons suffering property damage or personal injury (or their personal representatives in case of death) as a result of the operation of motor vehicles, by Federal employees or servicemen acting within the scope of their employment, could elect to proceed either against the United States or against the employee or serviceman personally. If suit was brought against the employee or the serviceman rather than the United States, the policy of the Department of Justice was to defend against the suit BUT any judgment returned

against the employee or serviceman was a personal obligation for which the United States was not liable.

The new act of September 1961, amended the Federal Tort Claims Act to provide that, on or after March 21, 1962, suit against the United States shall be the exclusive remedy of persons suffering personal injury, including death, or property damage as a result of operation of motor vehicles by Federal employees or servicemen acting within the scope of their employment. It thus abolished the plaintiff's right of election to proceed against the employee or serviceman personally. The provisions of this Act do not, however, apply to accidents which have occurred prior to 21 March 1962.

Details of this instruction, and the requirements for making expeditious delivery of Process and Pleadings, as well as providing data bearing upon "scope of employment," should be studied by all concerned to insure proper compliance.

National Science Foundation Winner

Robert GARI, BU1, USCGR, attached to ORTUPS (0) 12-741, Santa Rosa, Calif., has been selected to participate in the 1962 National Science Foundation Summer Institute in Mathematics, Electronics, and Thermodynamics, to be held at the University of Houston from June 25th to August 17th. The selection, which is highly sought, carries with it an allowance for dependents, wages, and travel.

The winner, who in civilian life is an Engineering Instructor at Sacramento City College, Sacramento, Calif., travels over two hundred miles round-trip to attend drills with his unit, and has had a perfect attendance record for over 3 years.

In case you didn't recognize the rating right away, that is BU, not BM, and stands for "builder." GARI, busy on "building-up" other records, will take the Chief's examination next October.



"MOBILIZATION CONFERENCE". . . CAPT E. B. SAWTELLE, USCGR Director of Reserve, First Coast Guard District, and CAPT J. W. STEDMAN, Jr., USCG, Captain of the Port, Boston, Mass., are shown meeting with top officials of Boston's Maritime Industry, relative to a large-scale operational exercise held in the Boston area. The full cooperation of the various civilian facilities represented was given and accounts for a large measure for the success of such drills.

Policy Concerning Limited Duty Officers

There has in the past been little, if any, uniformity in the waivers that have been granted to officers who are in a limited-duty status as a result of some type of physical defect and/or deficiency. While this problem has not been critical as to numbers it has been noted that some inequities may have existed as some, with apparently similar disabilities, have been placed in the Standby Reserve, while others were placed in the Ready Reserve. Some have been limited to inactive-duty training while others were not limited as to the type of duty they might perform.

Since Reserve Instruction 5-61 requires specific amounts of active duty for training to establish promotion eligibility, it has become pertinent that a fair and uniform policy with relation to all limited-duty officers be established.

Accordingly, the following standards have been determined:

1. All officers retained under a waiver for physical disqualification will be classified as limited-duty only.
2. All such limited-duty officers will be transferred to the Standby Reserve.

3. They may be permitted to take active duty for training not to exceed 14 days in any one period, but
4. The activity duty for training approved will be limited to an appropriate sedentary type so as to eliminate as far as possible any overt aggravation of the existing disability.

Wide Open Spaces: The Oklahoma City VTU, specializing in MM Safety Training, started drilling as a unit May 6, 1962. One member, LT W. L. McNOBB, plans to commute regularly from Tulsa, Okla., a distance of 100 miles, using his private plane. This must be near a record distance for attendance at a non-pay unit. CDR Robert LUTTRELL, City Manager of Oklahoma City, is CO of the unit.

Travel Pay: The Joint Per Diem Travel and Transportation Allowance Committee has approved changes to paragraphs 6003 and 6004 of the Joint Travel Regulations, to now provide that members performing either active or inactive duty training without pay are entitled to reimbursement for travel in connection therewith in the same manner as for training duty with pay.

SPAR Broken-Service Bill Signed At Last

The House sponsored bill HR 4783, long supported by Congressman Charles CHAMBERLIN, a Reserve Officer, finally bore fruit when President KENNEDY signed into law, a bill to equalize service credits for members of the Coast Guard Women's Reserve.

In its final form, as PL 87-482, the bill offered by Rep. L. M. Mendel RIVERS, was the result of over 10 years of activity required to gain a full understanding of the issues involved. The measure finally gives to the SPARS credit for a period in the post World War II years when their status was inadvertently legislated out of existence.

Congress in rescinding some war powers, had inadvertently failed to include SPARS in continuing legislation, and a new bill was required to reinstate them in service. A second "oversight" failed, however, to cover their months of "non-existence."

The new Rivers-Chamberlain bill corrects this error and provides in essence that: any member of the Women's Reserve who served on active duty for one year or more, prior to July 25, 1947, who was honorably separated there from, and who entered the Reserve after November 1, 1949 and before July 1, 1956, will have been considered as serving on inactive duty for a period from July 25, 1947 to November 1, 1949. The bill does NOT contain any retroactive pay provisions, but does allow for the inclusion of this time for computation of total length of service.

MORE 6 X 8 ADVANCE TRAINING SCHOOLS

Starting on July 5, 1962, and running approximately every two weeks thereafter, advance training at the USN Class "A" Hospital Corps Schools, at San Diego, Calif., and Great Lakes, Ill., will be available for qualified 6 x 8 enlisted personnel.

The classes will run for approximately 12 weeks; and the same starting dates apply at each location. Quotas of one per class for each school (22 per year per school) will be handled through basic training schools at Cape May and Alameda.

General requirements include: High School graduate or equivalent; be a selected SA with a combined GCT and ARI score of 100; a demonstrated aptitude and sincere motivation toward the care of the sick and injured.

THE RETIRED SERVICEMAN'S FAMILY PROTECTION PLAN

Although a member of the uniformed services, retired from active duty, or in a "retired with pay" reserve status, receives retired pay for as long as he lives, NO part of this retirement income automatically passes on to his immediate family when he dies.

For this reason, DOD sponsored legislation in 1953 for a voluntary survivorship annuity plan, under which members of the Armed Forces could provide incomes for their widows and eligible surviving children after the death of the retired member.

This legislation became the Uniformed Services Contingency Option Act of 1953 (USCOA), PL 239, 83d Congress, which was codified as Chapter 73, Title 10, U. S. Code. On October 4, 1961, it was amended and renamed the Retired Serviceman's Family Protection Plan, an enactment of the 87th Congress as PL 381.

Basically the plan makes it possible for a serviceman to earmark in advance a percentage of his retired pay, as payment for a survivorship annuity which will provide income for his beneficiaries, in case of his death after retirement. The serviceman can elect annuities of 1/8, 1/4, or 1/2 of his retired pay remaining after being reduced by the cost of the annuities.

An individual wanting to participate must elect the annuity plan he wants either: (a) before he completes 18 years of service for pay purposes (satisfactory years) or, as amended by the Act in October 1961, (b) at least 3 years before the first day for which he will be entitled to receive retired pay. This requirement for an advance election holds the costs down and keeps the fund sound.

The amended program now permits career officers and enlisted members to wait, if they wish, until they have completed 18 years of service for pay purposes before making their elections. It also means that many who had lost their eligibility in the past, by failing to make an election before the 18-year period now have a new opportunity to join the plan. However, they must still have a 3-year service (waiting) period before the first day for which they become entitled to receive retired pay. If an individual should retire during that 3-year waiting period, his election is not in effect and he is not a participant in the plan.

There are various options available as to payment to widow and/or eligible children, and costs vary widely, but, in general the governing factors are: your age at retirement; your beneficiaries' ages; the options or combinations elected; and the amount (% of your reduced pay) chosen as a benefit. Naturally, if you have no eligible beneficiary at the time of your retirement, you don't participate and your retired pay will not be reduced. Likewise, dependents acquired after retirement are not eligible for payments. Since the Government absorbs all administrative and overhead costs, the charges to participants must only be sufficient to defray annuity payments made. Your cost is based on the rates in effect at the time you actually retire (not when you elect) and neither benefits nor costs change after that.

You can change your election as often as you want; however, a change of option or combinations will not be effective until 3 years after the date it is made. An initial election, made before you complete 18 years of service for pay purposes, (if it is not subsequently changed) is effective immediately and thus is not affected by the 3-year wait. You also have the privilege of revoking previous elections, but this, too, is subject to the 3-year waiting period.

Before you decide upon any option or combination of options under this annuity plan, remember to consider all pertinent details ... the cost, your family's future needs, and their needs if you should die after retirement. Remember that the law requires YOU, whether on active duty or in a Reserve status, to make a decision regarding YOUR participation in the program. This can be done either before the completion of 18 years of service for pay purposes, OR, at least 3 years before the first day for which you are eligible to receive retired pay. In either event you must make an election as coverage is NOT AUTOMATIC. So, to allow ample time for complete consideration of your family's future financial security, it may be essential that you start making plans now.

For further information on the program, options, combinations, costs, etc., see Department of Defense pamphlet, DOD PAM 6-12A, also issued as NAVPERS 15926A, both entitled "Retired Serviceman's Family Protection Plan." A Personnel Instruction 18-62 will be issued shortly (through Chief, Office of Personnel, U. S. Coast Guard) covering the program in detail and outlining its applicability to Coast Guard personnel.



OUTSTANDING RESERVIST WASHINGTON, D. C. AREA

At ceremonies held at the National War College, Washington, D. C., Clarence M. GREEN, BM1, USCGR, received a certificate from the District of Columbia Department of ROA, naming him the outstanding Coast Guard Reserve enlisted man in the Washington D. C., area.

In determining this recognition the board took into consideration that he has had 18 years of satisfactory service in the regular and reserve components of the Armed Forces; has been a member of Washington ORTUAG 05-147, during the entire 12 years the unit has been in commission, and has been the leading petty officer of that unit during this entire time; has performed active duty for training each year, receiving while on ACDUTRA numerous commendations from Commanding Officers of operating units; has developed all of the Boatswain's Mate lesson plans used in the unit, and has been solely responsible for the very high percentage of passing grades attained in service-wide exams by strikers for this rating.

His Commanding Officer, LCDR James A. TAYLOR, USCGR, shown congratulating him, as wife Phyllis E. GREEN, looks on, took official recognition of his achievements by means of a letter of commendation in March of this year, complimenting him on his diligence and continued interest in the Coast Guard Reserve.

The Green family resides in Mitchellville, Md., and have three children, Richard Morris, Linda Lee, and Carrol Ann. In civilian life he has been an equally loyal and long-time employee of Esso Standard Oil Co., as a fuel-oil dispatcher.

Success: In any naval job, knowledge, skill, and attitude are the three legs of the success tripod.



"ADD ON" . . . RADM T. J. FABIK, USCG, Commander, 7th CG District presents the District Commander's Award (Guidon Streamer) to LCDR H. E. LUTZ, USCGR, Commanding Officer of ORTUPS 07-409, North Miami, Fla., as CAPT S. M. HAY, USCGR, Director of Reserve 7th CG District, and members of the unit look proudly on. The streamer is a presentation made annually to the outstanding reserve unit within each District showing the greatest proficiency in military drill and visual communications. In addition to receiving this award the North Miami unit also received the Commandant's Award for being the outstanding unit within the Southern Inspection area.

UNIT NEWS

DRILL ATTENDANCE PERCENTAGES FOR THIRD QUARTER JAN-MAR 1962

District	Percentages
01	84.5
02	89.5*
03	88.4
05	84.5
07	87.0
08	82.2
09	86.2
11	88.7
12	87.2
13	88.8
14	85.1

* Highest District National District Averages

JAN '62	86.52
FEB '62	85.97
MAR '62	87.20

New Units Commissioned:

ORTUAG 12-466, San Jose, Calif., commissioned April 16, 1962, as a weekly unit. CO. LT Ralph C. BOHN.
ORTUPS 07-737, San Juan, P. R., commissioned May 27, 1962, as a weekend unit. CO. LCDR James E. SHAW.



TROPHY WINNER

Invited by COL Norman E. HARTMAN, USA (Ret), Parade Chairman, to participate in a George Washington Birthday celebration parade in historic Alexandria, Va., LCDR Thomas M. HUGHES, the Commanding Officer of Washington, D.C., ORTUPS 05-148, asked for volunteers and was able to provide a color guard and marching unit. This was the first time any of the unit members had participated in such a public event, and they were the only Coast Guard Unit in the parade which had over 50 entrants.

Marching in the division which included top National Guard and other Armed Forces Reserve Units, they were very surprised, pleased, and proud to learn they had won second place in that division. The handsome trophy pictured above was presented on behalf of the parade committee by LTCOL KELLER, USA, Corps of Engineers, Ft. Belvoir, Va., and now splendidly reposes in a special display case at the Organized Reserve Training Center, Washington, D. C., to serve as a challenge and inspiration to other Units. As the old story goes, "you never know what you can do until you try."

The CG Institute To Handle S-W Exams

Beginning May 7, 1962, service-wide examinations for inactive reservists will be developed, printed, and distributed by the Institute. Scoring will continue to be done by data processing machine at the Naval Examining Center, Great Lakes, Illinois. Policy and directives covering advancements, eligibility requirements, ratings to be trained, etc., will remain a function of the Commandant (CR).



"WELL DONE" . . . LCDR N. A. LUPO, USCGR, Commanding Officer of ORTUEL 01-541, Boston, Mass., is shown attaching the Commandant's Award (Guidon Streamer) to the unit's guidon staff. The award, presented annually to the outstanding unit in each of four Inspection Areas, was won this year by the Boston unit, for its showing in each of the major items on the inspection check-off list.

SCALAN--Cont. from p. 2

He next assumed command of the Cutter BLACKTHORN, and served aboard her from November 1947 to March 1949. His next staff assignment was as Chief, A to N section and Chief, Operations Division, 11th Coast Guard District, Long Beach, Calif.

From the sunny shores of California he returned to sea as the CO of the Cutter BERING STRAIT in June of 1952. Two years later he was transferred to serve as Chief, A to N section, 8th Coast Guard District, which post he held from July of 1954 to July of 1958.

The Cutter SPENCER, was his next sea-going assignment, and he served as CO of this vessel from July 1958 to August 1960 when he became Director of Reserve, 3rd Coast Guard District in New York.

CAPT SCALAN is married to the former Cecilia Erwin of San Francisco Calif., and they are the parents of four children, Sarah Ann, Bernard E., Jr., Rosemary Lucy, and Paul John, II.

The Coast Guard Reservist

Published monthly in Washington, D. C., by the Commandant, U. S. Coast Guard, Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (CR), U. S. Coast Guard, Washington 25, D. C. Use of funds for printing this publication has been approved by the Director of the Bureau of the Budget 5 August 1959.

All pictures used are official Coast Guard photographs unless otherwise designated.